

posture and engage in a reckless game of brinksmanship. The administration continues to cling to the myths promoted by the Amtrak Reform Commission that privatization of many of the lines is necessary. We all know that privatization of our rail system will not work, and if anyone has any doubt about that, they should call our friends in Great Britain where delays and safety problems are rampant due to privatization.

We also know that none of our transportation systems operate without Federal support. In fiscal year 2001, our highways received more than \$33 billion in Federal funding. The airline industry received \$13 billion in regular funding and a \$15 billion bailout. In the same fiscal year, Amtrak received \$521 million, which represents less than 1 percent of all Federal transportation spending and far less than the \$1.2 billion it needs to properly operate.

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Nevertheless, on the eve of a national crisis, the administration has said that it does not want to go above last year's funding level for Amtrak.

Mr. Speaker, instead of walking away from Amtrak, instead of turning our backs on the men and women who work for Amtrak, this administration should be running to invest in a national passenger inner city rail system to complement our aviation and highway systems. Rail is regarded as the cheapest, most energy-efficient, environmentally sound, comfortable and reliable mode of travel. It is the preferred mode of travel by thousands and thousands of Americans. Ridership in this country is rapidly increasing, and the potential is unlimited. America deserves a first-rate passenger rail system; and accordingly, Amtrak deserves to be fairly funded, both now and in the future.

Therefore, I urge my colleagues to join me in supporting H.R. 4545 to keep Amtrak and America moving forward; and I urge the Bush administration to stop the politics, to stop the posturing and do the right thing: give Amtrak the resources it needs to run.

The SPEAKER pro tempore (Mr. KERNS). Under a previous order of the House, the gentlewoman from New York (Mrs. MALONEY) is recognized for 5 minutes.

(Mrs. MALONEY of New York addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

SUPPORT FOR AMTRAK LOAN GUARANTEE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Virginia (Mr. SCOTT) is recognized for 5 minutes.

Mr. SCOTT. Mr. Speaker, I rise today in support of a \$200 million loan guarantee for the Amtrak national passenger rail system and to urge the ad-

ministration to expeditiously and favorably respond to Amtrak's request.

Amtrak services well over 500 cities and towns throughout the Nation and is a safe, efficient, and affordable mode of transporting millions of Americans to work and leisure activities each year.

The events of September 11 clearly underscore the need for an alternative mode of transportation to air travel. In the 8 months since the 9-11 attacks, Amtrak ridership has remained strong, despite a weakened economy, significant reductions in travel and tourism, and steep declines in domestic air travel.

In my own congressional district, the city of Richmond, Virginia, has invested over \$48 million in the restoration of the historic Main Street Station. Amtrak will be a major provider of service; and after 10 years of planning, the first phase of renovations is now finally under way and trains are expected to begin stopping at the Main Street Station within the next 6 to 8 months.

Mr. Speaker, passenger rail service is an essential component to our plans to create a multimodal transportation center at the Main Street Station, and an Amtrak shutdown will leave a significant gap in our region's transportation network.

A shutdown of Amtrak will also lead to the possible halt in other linked services, including the Virginia Railway Express, which transports 12,000 riders each day, many coming into Washington, D.C. on rail rather than adding to the congestion on Interstate 395.

Mr. Speaker, each year, this Congress appropriates significant dollars in the way of subsidies to our highways and national aviation system; yet we fail to provide the same level of support and commitment to passenger rail. A responsible Federal investment in our Nation's passenger rail system is long overdue. I believe this Congress is ready to work toward that end; but in the short term, I urge the administration to make available the resources that Amtrak needs to sustain its national operations.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Maryland (Mr. CUMMINGS) is recognized for 5 minutes.

(Mr. CUMMINGS addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

SUPPORT EMERGENCY AMTRAK FUNDING

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Connecticut (Ms. DELAURO) is recognized for 5 minutes.

Ms. DELAURO. Mr. Speaker, I rise to speak on a matter of utmost importance for the transportation, economic, and environmental needs of our Nation,

and the Northeast in particular, and that is the survival of Amtrak.

For 31 years the Amtrak rail system has provided an essential service to millions of Americans, providing safe, reliable travel at an affordable price. It has sought to balance competing public service and commercial objectives, but has never been given adequate resources to deliver either objective fully. And now, without an immediate infusion of \$200 million in emergency funds, an Amtrak shutdown could occur within days. This will cause serious disruptions for commuters and travelers everywhere.

The fact is, funding for Amtrak is not simply an issue of transportation. It is an issue of economics, commerce, and livability.

In my State of Connecticut, Amtrak's service is a vital component of daily life, as it is to thousands of cities and towns along the east coast. Over 1 million Connecticut citizens rely on Amtrak annually, 370,000 in my hometown of New Haven alone. So many people there rely on Amtrak to commute to work from New York City. Others rely on it to bring commerce and tourism into cities without commuter airline service. In the Northeast, people travel Amtrak because it is, quite simply, the most convenient and time-efficient method of traveling from city to city, alleviating the heavy rush-hour traffic faced by so many commuters today. In doing so, it is a major contributor to reducing emissions that contribute to respiratory illnesses like asthma. That helps us keep our air clean and our children healthy.

Amtrak means jobs as well. They own and operate a rail yard in New Haven, Connecticut, where maintenance and equipment repair take place. One can only imagine how busy they are, given the continual underfunding of Amtrak. All in all, Amtrak employs nearly 700 employees in Connecticut alone.

Since September 11, I might add, Americans are looking for alternatives to commercial airlines; and despite our best efforts to make our airline security the best in the world, many Americans still fear for their safety. Amtrak has proven that it is a viable transportation alternative.

With so many concerns regarding air traffic congestion, from safety to overcrowded skies, it simply makes sense that we have in place an alternative mode of transportation that will alleviate the stress currently on our air traffic controllers and our airline security forces. The fact is, more choices means less risk to our people, less stress, healthier communities and, thus, a more livable region.

For over 3 decades, funding for America's passenger railroad has nearly been enough to keep the system operating on a year-to-year basis, which prevents it from meeting its long-term public service mission, not to mention its capital obligations.

The administration's budget for Amtrak requests \$521 million for 2003, less